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ACTIVITY REPORT
OFFICE OF SPECIAL ACTIVITIES
MARCH 1966

I. OX CART

A. DEVELOPMENT SUMMARY AND PROGRESS

1. On 24 March 1966, a meeting of the Headquarters members of the OXCART Configuration and Flight Test Control Board was held. The purpose of the meeting was to assign priorities and responsibilities for outstanding items requiring action or approval. Among other decisions it was decided to proceed with Aircraft #122 modification to include SR-71 environment, but to defer a decision on the Constant Speed Drive 60 KVA alternator for several weeks pending the outcome of further investigation into its performance.

2. Recent propulsion system flight testing has concentrated on inlet system pressure surveys with fully sealed inlets and nacelles, and engine testing to evaluate fixes intended to solve the problem of high oil consumption rates at slow and cold subsonic flight conditions. A very significant reduction in oil consumption rate has been achieved through use of a reduced clearance seal plate in the number one bearing compartment which prevents flow of seal pressurizing air into the bearing compartment and eliminates flow of oil and air out through the labyrinth seal.

3. Seven (7) test missions were flown this month. Two (2) flight tests for focus test were undertaken with Type IV. One of these collected valid data, however the second flight test with same camera had Q Bay temperature and pressurization problem and in addition data chamber did not operate. One (1) Type II test was undertaken and it was successful. A total of four (4) Type I missions were run. Two (2) missions (one with Configuration B and another with Configuration E) were successful. The remaining two (2) Type I test missions - one utilizing Configuration A had a malfunction related to an interface; the other mission using Configuration D had a malfunction which at this date is attributed to abnormally high Q Bay temperature. It may be well to note in all seven (7) test missions film ran through cameras and imagery was obtained. All missions were flown at operational altitudes and speeds.

NRO review(s) completed.

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4. AIRCRAFT FLIGHT TEST SUMMARY

<u>Aircraft</u>	<u>Flights March</u>	<u>Time March</u>	<u>Total Flights</u>	<u>Total Time</u>
121	4	4:24	210	209:52
122	2	1:49	157	169:39
123	-	-	78	136:10
124	11	20:05	444	790:00
125	4	9:15	164	257:20
126	-	-	104	169:16
127	-	-	138	218:10
128	5	7:20	123	219:40
129	-	-	157	182:43
130	3	10:50	112	175:53
131	4	7:35	72	105:26
132	6	8:37	89	139:57
133	-	-	9	8:17
Totals	<u>39</u>	<u>69:55</u>	<u>1857</u>	<u>2782:23</u>

NOTE: February 66 report adjusted to reflect 104 Flights for A/C #126, and Total OXCART Flights as 1818, vice 105 and 1819 previously reported.

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B. OPERATIONAL SUMMARY AND PROGRESS

1. EMERGENCY CAPABILITY (SKYLARK):

A limited emergency capability is being maintained for the aerial reconnaissance of Cuba on a two week advance notification basis.

2. CONTINGENCY PLANNING - FAR EAST (BLACK SHIELD):

Contingency planning for the employment of the OXCART vehicle against Far Eastern Targets of interest is continuing under a Quick Reaction Concept. Complete deployment to Kadena to conduct the first operational mission can be accomplished within three weeks of the "go-ahead" decision under the QRC posture.

3. CONFIGURATION CONTROL PANEL:

A Configuration Control Panel meeting was held on 24 March 1966, at Project Headquarters. Board members were Project Headquarters staff personnel with Brigadier General Ledford as Chairman.

The following items were discussed and recorded in the minutes of the meeting:

- a. Auto Pilot modification
- b. Contract 200. Support contract with LAC.
- c. Tacan
- d. Electronic Recorders
- e. [REDACTED]
- f. Constant Speed Drive (CSD) 60 KVA alternator for A-12 vehicles
- g. [REDACTED]
- h. 390 INS
- i. 34K engines
- j. Cameras

4. PILOT SELECTION:

Project Headquarters Staff personnel attended a meeting held at Headquarters USAF to discuss selection procedures and status of project pilot candidates. Final screening has reduced candidates down to six nominees who will begin medical/psychological evaluations in early April 1966. It is planned to sign on two additional project pilots to commence flying training o/a 1 August 1966.

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5. PLANNING COORDINATION:

On 29 March 1966 a conference was held at PACAF headquarters to discuss plans/procedures on a forthcoming Black Shield CPX. Purpose of the CPX will be to exercise the 313 ADIV and supporting PACAF commands capability to support Black Shield operational missions. Based on completion of some commo facilities tentative planning is that CPX will be conducted mid April 1966.

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6. A-12 AIRCRAFT:

A total of 10 aircraft are assigned to of which seven are possessed by the Detachment and three by the Flight Test Center. Aircraft 124 is a J-75 engine equipped, dual seat trainer and the remaining six are J-58 equipped.

7. A-12 FLIGHT PROGRESS (THROUGH 31 MARCH 1966):PERFORMANCE STATISTICS:

All Performance Statistics as reported in the November Report remain unchanged with the following exception:

Average A-12 Time - Detachment Pilots - 248 hours.

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II. IDEALIST

A. GENERAL SUMMARY

1. There was an Agency U-2 overflight (C036C) on 28 March 1966. Considerable navigational problems were encountered, caused by combined factors of weather, interceptors and fuel. In spite of the above factors, the mission was considered successful.

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4. [redacted] successfully ejected from U-2A number 363 (SAC) while on a training mission out of Davis Monthan AFB, Arizona. The primary cause was pilot factor, in that the pilot used improper procedures during recovery from a practice stall, lost control of the aircraft and entered a spin from which recovery was not effected. It was recommended that a two seat U-2 trainer be provided for the purpose of airborne supervision and training in such matters as stalls, etc.

B. PRODUCT IMPROVEMENT

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III. ISINGLASS

No change.

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PS/OSA: [] (6 Apr 66)

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